

MINUTES
SCOTTSDALE CITY COUNCIL
SPECIAL MEETING
Monday, September 29, 2003

**The Kiva
City Hall
Scottsdale, Arizona**

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CALL TO ORDER

Mayor Manross called to order a Special Meeting of the Scottsdale City Council on Monday, September 29, 2003 in the Kiva, City Hall, at 5:06 P.M.

Present: Mayor Mary Manross
Council Members David Ortega, Tom Silverman, Robert Littlefield, Wayne Ecton, and Cynthia Lukas

Also Present: City Manager Jan Dolan
City Attorney Brad Woodford
City Clerk Carolyn Jagger

Absent: Vice-Mayor Ned O'Hearn

Public Comment - None

Presentation

Representatives of the Maricopa Association of Governments (MAG) and the City of Scottsdale Transportation Department presented for discussion and public comment the proposed Regional Transportation Plan for Maricopa County.

Mayor Manross outlined the proceedings and identified the members of MAG in the audience who would be presenting information pertaining to the regional transportation plan. She noted that the committee responsible for compiling the plan to be placed on the ballot next year was comprised of ten mayors, three council people, one ADOT (AZ Department of Transportation) representative, one county representative, six business stakeholders, and one CTOC (Citizen Transportation Oversight Committee) representative.

Dennis Smith, Executive Director of MAG, explained that the plan is much larger than the document that was prepared. It originated from a process that began three and a half years ago in the MAG office. He noted that the Transportation Policy Committee was formed as part of an effort to involve the public in the process and let the business community vote on the plan. He stressed that the process has been incredible since MAG worked with the public and business community to develop House Bill 2292, which recognizes the Transportation Policy Committee process. He noted that the process is complete with the exception of air quality conformity, which is the final step.

Eric Anderson, Transportation Director of MAG, detailed the regional transportation plan and process with a slide presentation, which has been outlined below.

What are the Transportation Challenges?

Maricopa County's population grew by about 45% each decade since 1960.

Population & Vehicle Growth: 1990 to 2000

Population Change 950,000

Registered Vehicles Change..... 810,000

The Challenge for Transportation Planning:

Travel is increasing faster than population.

The region will continue to grow.

What happens if we don't do something?



Growth & increased travel will require all modes



Input Opportunities

■ Six Public Meetings/Hearings

- Central
- Southwest
- Northwest
- Surprise/Sun City
- Southeast
- Northeast

■ Business Meetings

Other Input Opportunities

- Booths/Small Group Presentations
 - Latino Institute
 - Grand Canyon Minority Business opportunity Trade Fair
 - East Valley Disability Advocacy Group
 - Mesa East Rotary Club
 - New River Desert Hills Community Association
- US Mail
- Online
- Telephone

Public Input Form

- Survey distributed at public meetings and special events.



Subarea Differences

Agreement With Plan Investments				
	Bus	Freeway	Light Rail	Street
Central	88%	59%	79%	76%
Southwest	89%	89%	66%	78%
Northwest	78%	100%	72%	100%
Surprise/ Sun City	43%	71%	57%	57%
Southeast	85%	73%	58%	82%
Northeast	68%	45%	50%	64%

Summary

- 97% of participants agree there is a significant transportation problem.
- Awareness of the expiration of the sales tax was very high among public meeting participants.
- In nearly every venue, the majority of participants agreed with the level of investment allocated in the Draft Plan to each mode.
- Comments were diverse and varied by venue; however, some trends included:
 - Many participants expressed concern for neighborhood mitigation issues.
 - Many participants expressed a desire for safety considerations, including improving design features and traffic enforcement.

- Support for mass transit improvements was strong at all venues; and especially among disabled and Title VI communities.
- Support for freeway investments was highest in West Valley.
- Strongest differences of opinions seen in two modes: freeways & light rail, with strong support, opposition for each.

Phasing Factors

- Traffic Demand and Congestion
- System Continuity
- Revenue Availability
- Bonding Capacity and Strategies
- Project Cost
- Project Development Process
- Project Readiness
- Concurrent Progress on Multiple Projects

Economic Benefits

- The ability to move people and goods is the backbone of Arizona's economy.
- Congestion costs time and money.
- Cities with a substantial commitment to sustainable transportation do better economically.
- A strong economy is dependent on a good transportation system.
- Transportation = jobs.
- Plan represents 4 times the investment in the Central Arizona Project
- Industry Output will increase 27.6 billion or \$1.3 billion per year
- Generates 10,600 jobs annually
- Reduces congestion thus improving our economic competitiveness

Adopted Policy Concepts:

- Firewalls established
- Life Cycle Program implemented for freeways, transit & streets
- Material cost change and enhancement policies continue
- Highway acceleration policy expanded for use by street projects
- Review of the Plan every five years
- Consideration of final input/projects from member agencies & public

Approval of Regional Transportation Plan

- Air Quality Conformity Analysis
- Regional Council Action by November 30, 2003
- Legislative action in January 2003
- May 18, 2004 vote on extending the tax

John Little followed up with a brief slide presentation, which has been outlined below. He noted that there were many challenges that Scottsdale faced when compiling its submittal for the regional plan. He explained that community meetings and citizen input over the years allowed the city to understand the needs of the community.

Regional Transportation Plan Meeting Scottsdale's Mobility Needs Through 2025

Transportation Challenges

- Completion of the freeway
- Intersection Level of Service
- Connectivity (50% of workers in the city live in other communities)
- Growth

How Scottsdale Helped Shape the Plan

- Streets Master Plan
- Transit Master Plan
- Scottsdale/Tempe Major Investment Study (MIS)
- Traffic Forecasting
- Transportation Commission Updates
- Individual Council Briefings
- Public Meetings/Surveys

Why the RTP is Important

- Regional Focus
- Extension of Existing Tax (with a Sunset)
- 20 Year Performance Based Plan
- Multi-modal
- Participatory
- Regionally Responsive

Mayor Manross opened public testimony.

Darlene Petersen, 7327 E. Wilshire, urged the city to take care of the transportation needs of citizens who work odd shifts.

Jane White, 7840 E. Crestwood Way, stressed her belief that the public should have had more input in the development of the regional transportation plan.

Becky Fenger, 6525 North 36th Street, strongly encouraged the city to provide a menu of choices on the ballot for voters.

Amy MacAulay, 8738 E. Highland, stated her support for the local transportation plan in general. She urged the city to remember the bike lanes when designing improvements to the arterial roadways.

Rick Kidder, 7343 Scottsdale Mall, spoke as a representative for the Scottsdale Area Chamber of Commerce ("Chamber"). He stated the Chamber's support for the proposed transportation plan stressing that regional planning is essential.

David Hill, 12734 N. 89th Place, stated that he is a member of the Scottsdale Transportation Commission and has been impressed in the past with the commission's work. He felt that the regional plan is the best example of MAG boldly tackling issues of government. He urged the city's support of the plan.

Vivian Johnson, 9080 E. Palm Tree Dr., talked about visionaries and the need for the city to look to the future.

Martin Shultz, P.O. Box 53997, Phoenix, explained that he served as a member of the Transportation Policy Committee. He explained that the process to develop the transportation plan was very open unlike the process that was followed twenty years ago. He stressed that the city must achieve a balance in the transportation plan.

Mark Melnychenko, 12909 N. 98th Street, explained that he currently acts as Chair of the Scottsdale Transportation Commission. He stated his support for the transportation plan since it was an appropriate mix of transportation modes providing choices for the future.

Mayor Manross closed public testimony.

Councilwoman Lukas agreed that vision is extremely important. She noted that she requested that this item be placed on the agenda to provide information to the public and Council and since Council has had no active role in the process. She felt it was unfortunate that the progress of the committee wasn't discussed at workstudy sessions during the process.

Considering the city's contribution to the plan, Councilwoman Lukas questioned if the city is receiving its share. In response to additional questions from Councilman Lukas, Mr. Anderson explained that the Transportation Policy Committee recently adopted a number of policy concepts. One of the adopted concepts requires an independent evaluation of the performance of the RTP every five years. Another policy ensures that any material cost changes to the program must be reviewed through the MAG process.

In response to additional questions from Councilwoman Lukas, Mr. Smith stated his belief that the firewall issue would be placed on the ballot. He clarified that air quality testing is yet to be completed. Once completed, the plan would be certified and presented to the legislature where the authorized ballot language would be developed.

Mr. Little explained for Councilwoman Lukas that the projects that are most important to Scottsdale are included in the first phases of the plan. The projects in the plan coincide with the city's projects. He noted that the city would continue to work to ensure that projects are completed as planned.

Councilman Ortega noted that the city's population is only about 7% of the total population of Maricopa County but contributes about 14% of the projected revenue. He also questioned if the city is getting fair value for the money the city is paying into the transportation fund. Mr. Shultz explained that the plan was designed as a regional plan. He questioned the ability to segment a particular portion of the transportation system that benefits the citizens of Scottsdale. He requested that everyone look at the plan broadly. He emphasized that the question to be answered is whether the facilities in the plan are adequate for the estimated population growth of the city.

Councilman Littlefield stated his opinion that the city should have held this meeting three months ago so Council could provide input and direction to the Mayor regarding the city's position. He felt it is important the city discuss and vote on these types of issues publicly.

Councilman Ecton expressed his support of tonight's meeting since it provided an opportunity to learn more about the regional transportation plan. He questioned how the other Mayors in the committee handled communication. Mr. Smith explained that communication and decisions were handled diversely.

In response to additional questions from Councilman Ecton, Mr. Little confirmed that the plan includes all the projects the city believes will meet the community's needs.

Councilman Ecton expressed concern that adding an HOV lane on the 101 Freeway won't solve the transit challenges within the city. Mr. Little explained that there is no one solution that will solve the city's problems; therefore, the multi-modal approach has been proposed. He stated his belief that the plan would meet the needs of the community over the next twenty years. He noted that there are adequate funds in the proposal for the city's transit needs predicated on bus transportation.

Councilman Silverman stated his belief that the city will get its money's worth. He stressed the importance of a regional plan for the valley. Responding to questions from Councilman Silverman, Mr. Smith explained that even after the public recently heard the potential negative issues associated with light rail, public support has increased. He explained that voters would have a chance to vote the plan up or down since the entire plan is interconnected.

Mayor Manross reiterated that her role was to represent more than just Scottsdale since the working committee couldn't possibly include representatives from all the communities. She stressed that the committee adopted the plan unanimously to bring the interests of the entire valley together. She noted that the plan is now in the hands of the legislature. Taxpayers will be able to vote on the legislation next year.

Mayor Manross explained there were many public meetings and discussions that helped shape the regional transportation plan. She stressed that the process was very open, and noted that the plan is well balanced and attempts to meet the needs of the entire valley.

Public Comment - None

City Manager's Report - None

Mayor and Council Items - None

Adjournment

With no further business to discuss, Mayor Manross adjourned the meeting at 7:29 P.M.

SUBMITTED BY:

REVIEWED BY:

Ann Eyerly, Council Recorder

Carolyn Jagger, City Clerk

C E R T I F I C A T E

I hereby certify that the foregoing Minutes are a true and correct copy of the Minutes of the Special Meeting of the City Council of Scottsdale, Arizona held on the 29th day of September 2003.

I further certify that the meeting was duly called and held, and that a quorum was present.

DATED this 30th day of September 2003.

CAROLYN JAGGER
City Clerk